

BELMONT LOSES CONTROL OF THE INTERBOROUGH

Thomas F. Ryan Reported to Be the Real Owner of Transportation System.

NEW MEN PUT IN POWER

Departure of E. P. Bryan Regarded as Making Change of Control.

The Interborough Rapid Transit Company was reported to-day to have practically passed from the active control of August Belmont. Thomas F. Ryan is now said to be the real owner of the company through large purchases of stock made last October when the panic was at its zenith.

The passing of Mr. Belmont is said to be reflected in the departure for Europe some days ago of President E. P. Bryan on an extended leave of absence. Mr. Bryan's salary of \$40,000 ceased when he sailed and his assistant, J. E. Grape, was permitted to resign. David W. Ross, formerly purchasing agent for the Panama Canal Commission, whose election as vice-president of the Interborough Rapid Transit Company was announced when Mr. Bryan left, has assumed charge of operations and supplies real estate and insurance, and in fact all of the principal work formerly conducted from Mr. Bryan's office.

Bryan's Office Closed.

Mr. Bryan's office in the Park Row Building was closed, and work not assumed by Mr. Ross is being transacted by Frank Hedley, who was promoted July 1 last to a vice-presidency in addition to his former duties of general manager. Mr. Bryan was looked upon in Wall Street as Mr. Belmont's right bower, and his mysterious departure, and the subsequent prompt filling of his shoes by Messrs. Ross and Hedley, is said to spell the exodus of the Belmont control.

Another significant change is the promotion of A. A. Gardner to the office of general counsel. This change has been officially announced. Mr. Gardner succeeds George Wickersham, who is personal counsel to Mr. Belmont.

Mr. Wickersham is said to have resigned two months ago, and in order to give his retirement a non-Ryan aspect Paul D. Cravat, his associate as general counsel, is said to have resigned at the same time. But Mr. Cravat is Mr. Ryan's general counsel in the Metropolitan lease-cancellation and interest-faulting process going on under the guise of a Federal receivership of the Ryan surface lines.

Gardner Moves In.

Mr. Gardner has moved into a suite of offices at No. 115 Broadway, connected with those of T. P. Shonts, Mr. Ryan's chairman of the Interborough Executive Committee. Mr. Shonts, as chairman, is making all of the changes. The Hedley & Ross circular being issued by him on July 1, at which time Mr. Ryan was in the city.

Mr. Shonts has not resigned as his personal assistant, W. Leon Pepperman, a former official of the Panama Canal Commission, and a report that Mr. Pepperman had resigned was denied at the office of Mr. Shonts, but a report was current in Wall Street that the change of office was a diplomatic method of covering the passing of Mr. Belmont, planned to deceive the public as to the absolute domination of the Interborough by Thomas F. Ryan.

STOCKS LOSE GAINS ON BRISK SELLING

Advances in stocks were general but small early to-day, while the volume of transactions was large and widely distributed. Canadian Pacific gained 1 and Reading and Central Leather large fractions. A profit taking move, however, wiped out the gains and left most of the leaders fractionally below yesterday's closing. Amalgamated Copper, Smeltering, the Pacific, Reading and Steel led in the trading, which continued brisk.

The total sales of stocks were 632,100 shares and of bonds \$5,722,000.

The Closing Prices.

yesterday's final figures, are as follows:				
Stock	High	Low	Net Change	
Amalgam. Copper	107 1/2	107 1/4	107 1/4	+ 1/4
Am. Car & Foundry	37 1/2	37 1/4	37 1/4	+ 1/4
Am. Ice Co.	17 1/2	17 1/4	17 1/4	+ 1/4
Am. Locomotive	57 1/2	57 1/4	57 1/4	+ 1/4
Am. Metal & Ref.	102 1/2	102 1/4	102 1/4	+ 1/4
Am. Steel & Ref.	104 1/2	104 1/4	104 1/4	+ 1/4
Am. Sugar	12 1/2	12 1/4	12 1/4	+ 1/4
Anaconda Min.	30 1/2	30 1/4	30 1/4	+ 1/4
A. T. & S. P.	80 1/2	80 1/4	80 1/4	+ 1/4
B. & O.	101 1/2	101 1/4	101 1/4	+ 1/4
B. & O. P.	101 1/2	101 1/4	101 1/4	+ 1/4
B. & O. S.	101 1/2	101 1/4	101 1/4	+ 1/4
B. & O. T.	101 1/2	101 1/4	101 1/4	+ 1/4
B. & O. W.	101 1/2	101 1/4	101 1/4	+ 1/4
B. & O. X.	101 1/2	101 1/4	101 1/4	+ 1/4
Ches. & Ohio	42 1/2	42 1/4	42 1/4	+ 1/4
Col. F. & St. P.	150 1/2	150 1/4	150 1/4	+ 1/4
Col. & N. W.	120 1/2	120 1/4	120 1/4	+ 1/4
Col. So.	31 1/2	31 1/4	31 1/4	+ 1/4
Del. & Hud.	102 1/2	102 1/4	102 1/4	+ 1/4
Del. & Rio Gr.	29 1/2	29 1/4	29 1/4	+ 1/4
Del. Seab. Corp.	20 1/2	20 1/4	20 1/4	+ 1/4
Eric	19 1/2	19 1/4	19 1/4	+ 1/4
Gen. Electric	130 1/2	130 1/4	130 1/4	+ 1/4
Gen. N. & W.	110 1/2	110 1/4	110 1/4	+ 1/4
Inter Met.	114 1/2	114 1/4	114 1/4	+ 1/4
Ill. Central	133 1/2	133 1/4	133 1/4	+ 1/4
Ind. & Nash.	120 1/2	120 1/4	120 1/4	+ 1/4
Manhattan	136 1/2	136 1/4	136 1/4	+ 1/4
Minn. & St. L.	117 1/2	117 1/4	117 1/4	+ 1/4
Mo. & K. S. T. M.	111 1/2	111 1/4	111 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
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N. Y. C. & H. R.	28 1/2	28 1/4	28 1/4	+ 1/4
N. Y. C. & H. R.	28 1/2</			